

Administrative Draft Supplemental Environmental Impact Statement and Section 4(f) Evaluation

for the

Westside Purple Line Extension

prepared by the

**U.S. Department of Transportation
Federal Transit Administration**

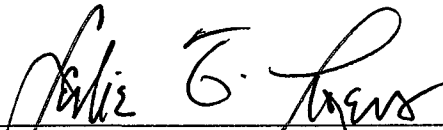
and the

**Los Angeles County
Metropolitan Transportation Authority**

Submitted pursuant to:

The National Environmental Policy Act of 1969, 42 U.S.C. §4321-4370h, 23 CFR 441, 49 U.S.C. §303 and the Final Decision on Motions for Summary Judgment and Ruling in Regard to Remedies of the United States District Court for the Central District of California in Beverly Hills Unified School District v. Federal Transit Administration, et al., CV 12-9861-GW(SSx) on August 12, 2016.

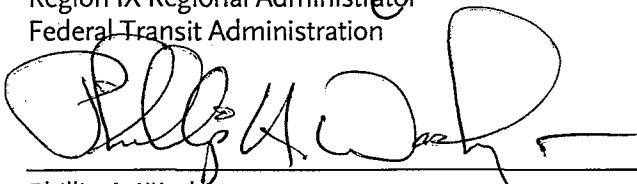
The Federal Transit Administration (FTA) may issue a single Final Supplemental Environmental Impact Statement/Supplemental Record of Decision document pursuant to Public Law 114-94 and 23 U.S.C. 139 (n)(2), unless the FTA determines statutory criteria or practicability considerations preclude issuance of a combined document. In that case, FTA would issue a Final Supplemental Environmental Impact Statement followed by an amendment to the Record of Decision, as needed.



Leslie T. Rogers
Region IX Regional Administrator
Federal Transit Administration

MAY 26 2017

Date



Phillip A. Washington
Chief Executive Officer
Los Angeles County Metropolitan Transportation Authority

MAY 26 2017

Date

DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT AND SECTION 4(f) EVALUATION

LEAD AGENCIES—Federal Transit Administration of the U.S. Department of Transportation and Los Angeles County Metropolitan Transportation Authority

TITLE OF PROPOSED ACTION—Westside Purple Line Extension Project

ABSTRACT—The Federal Transit Administration (FTA) and the Los Angeles County Metropolitan Transportation Authority (Metro) prepared and distributed a Final Environmental Impact Statement/Environmental Impact Report (Final EIS/EIR) for the Westside Subway Extension (now called the Westside Purple Line Extension) Project (the Project) in March 2012. The Project would implement a heavy rail transit subway that would operate as an extension of the Metro Purple Line heavy rail transit subway system from its current western termini at Wilshire/Western Station to a new western terminus near the West Los Angeles Veterans Affairs (VA) Hospital. The extension will be nearly 9 miles and will include a total of seven new stations. The Project is planned to be constructed in three sections with Section 1 currently under construction and anticipated to begin revenue service in October 2024.

The Westside Subway Extension Transit Corridor Study Area is in western Los Angeles County and encompasses approximately 38 square miles. The Study Area is east-west oriented and includes portions of five jurisdictions—the Cities of Los Angeles, West Hollywood, Beverly Hills, and Santa Monica, as well as portions of unincorporated Los Angeles County. The boundaries of the Study Area generally extend north to the base of the Santa Monica Mountains along Hollywood, Sunset, and San Vicente Boulevards, east to the Metro Rail stations at Hollywood/Highland and Wilshire/Western, south to Pico Boulevard, and west to the Pacific Ocean.

This limited scope Draft Supplemental Environmental Impact Statement (Draft SEIS) and Section 4(f) Evaluation was prepared in response to the Final Decision on Motions for Summary Judgment and Ruling in Regards to Remedies (Final Decision) of the United States District Court for the Central District of California in *Beverly Hills Unified School District v. Federal Transit Administration, et al.*, CV 12-9861-GW(SSx) on August 12, 2016, and provides additional detail and analysis of Section 2 of the Project with a particular focus on the Century City Constellation Station and the alignment between the Wilshire/Rodeo and Century City Constellation Station with regard to the following:

- An analysis of the potential public health impacts of nitrogen oxide emissions during construction of Constellation Station and tunneling for Section 2 of the Project and, depending on the results of that analysis, an assessment of the feasibility and efficacy of mitigation measures and alternatives to address such potential impacts



- An analysis of the potential risks of soil gas migration from tunneling or other construction activities related to Section 2 of the Project and, depending on the results of that analysis, the disclosure of any information required by 40 CFR §§ 1502.22, 1502.9, and *San Luis Obispo Mothers for Peace v. NRC*, 449 F.3d 1016 (9th Cir. 2006), depending on the results of such analysis and disclosures, an assessment of the feasibility and efficacy of mitigation measures and alternatives to address such potential risks and disclosures
- A discussion of the completeness of the available seismic risk information related to Section 2 of the Project
- A discussion of post-Draft EIS seismic and ridership studies available to the FTA and related to Section 2 of the Project
- Identification of the direct and any constructive “use” of the Beverly Hills High School campus from subway construction and operation on, beneath, or near the campus, and if construction or operation causes a “use,” an evaluation of “prudent and feasible alternatives” and “all possible planning” to minimize harm under the Department of Transportation Act § 4(f) Pub. L. No. 89-670, 80 Stat. 931, 933 (Oct. 15, 1966) (codified as amended at 23 United States Code (USC) § 138 and 49 USC § 303) (“Section 4(f)”)

In addition to addressing the topics specified in the Court’s ruling, this Draft SEIS analyzes the relocation of construction staging activities for the Century City Constellation Station, the removal of the train cross-over at the Wilshire/Rodeo Station, and changes to land uses adjacent to the construction staging areas in Century City.

This Draft SEIS describes the associated transportation and environmental impacts. Areas of impacts include transit; traffic; parking; the bicycle and pedestrian network; geological hazards; and construction impacts. Mitigation measures for the impacts are also identified.

This report also serves as summary documentation of the consultation conducted in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended, and the Section 4(f) evaluation prepared pursuant to Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended.

Additional written comments and questions concerning this document should be directed to the following:

Mr. David Mieger
Project Director
Los Angeles County Metropolitan
Transportation Authority
One Gateway Plaza, MS 99/22/5
Los Angeles, CA 90012
Phone (213) 922-3040

Mr. Ray Tellis
Director
Federal Transit Administration
Region IX
Los Angeles Metropolitan Office
888 S. Figueroa St., Suite 440
Los Angeles, CA 90017
Phone (213) 202-3950